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GET MACKEREL OFF PORTLAND

The fish arrivals at Portland were light Monday, there being but 12,000 pounds landed. With good weather it is expected that the fleet of fishing vessels outside the harbor would arrive yesterday with good sized fares. The wind bound fleet sailed Monday.

The fishing schooner Fannie Hayden which has been anchored near the South Portland shore for several months is fitting out for the fishing season alongshore.

Nearly 2500 mackerel were brought in at Portland, Monday, by the draggers, who continue to find them quite plenty off the lightship. Herring have almost entirely disappeared except in the vicinity of the Sheepscott river, the steamer Elthier having captured about 100 barrels there the past three days. The steamer Pet, which has been engaged in the same business, has blown down boilers and tied up at Central wharf. Market fish is very scarce, the local vessels having practically done nothing the past two days.

SAYS FLORIDA FISHING GOOD

Capt. George Cushing, one of the best known fishing captains out of Portland, arrived home Friday, having just returned from Pensacola, where he has been engaged for the past year in fishing for the Warren Fish Co., one of the biggest concerns of the kind on the Florida coast. The Warren people are now negotiating for the purchase of a fishing vessel in this city, and in case the deal is closed Capt. Cushing will take it down. He reports the fishing business on the Florida coast as being in most prosperous conditions, the vessels engaged all making good catches, and the outlook for the future as most favorable.

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GOT BIG FARE OF BLUEFISH

Only one bluefish arrival was reported at Fernandina Tuesday, the Minnie C. Back bringing 6800 fish.

This craft was in only last Sunday and put up a trip of 2800 and went right out again and filled her. The Back it is understood is fishing only four dories.

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NETTERS LAND MACKEREL HERE

Sch. Little Fannie Had 1000 Mixed Fish Taken Off Here.

Another halibut fare on the market this morning brought a fancy price, sch. Preceptor, Capt. Jack McKay from Grand Bank disposing of his catch to the American Halibut Company at 17 cents a pound for white and 15 cents for grays.

Halibut are scarce and the market consequently is standing up well as it is likely to unless the supply increases. With a large number of the fleet hauled up now until after New Year's, the arrival of an ordinary sized fare would be a Klondyke to the fishermen.

Other arrivals are schs. Eugenia from Georges with a salt fare for Sylvanus Smith & Company, and Victor from a seining trip.

Sch. Little Fannie had a nice netting fare, landing over 1000 fresh mackerel, while the Reliance had \$300.

Big catches of pollock continue and the splitters are profiting thereby, since most of the fares are being sent to split.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Preceptor, Grand Banks, 6500 lbs. fresh halibut, 10,000 lbs. salt cod.
Sch. Eugenia, Georges handling, 15,000 lbs. salt cod.

Sch. Russell, via Boston, 4000 lbs. fresh hake.

Sch. Victor, seining, 14 bbls. salt mackerel.

Sch. Reliance, netting, 300 large fresh mackerel.

Torchers, 45 bbls. fresh herring.

Str. Ibsen, gill netting, 5000 lbs. fresh fish.

Str. Quoddy, gill netting, 9200 lbs. fresh fish.

Str. Eagle, gill netting, 3000 lbs. fresh fish.

Str. Naomi Bruce, gill netting, 6300 lbs. fresh fish.

Str. Rough Rider, gill netting, 6000 lbs. fresh fish.

Str. Prince Olaf, gill netting, 8000 lbs. fresh fish.

Str. Nomad, gill netting, 10,000 lbs. fresh fish.

Str. Enterprise, gill netting, 11,000 lbs. fresh fish.

Str. Bethulia, gill netting, 7000 lbs. fresh fish.

Str. Venture, gill netting, 8400 lbs. fresh fish.

Str. Philomena, gill netting, 5000 lbs. fresh fish, 10 bbls. fresh shad.

Str. Scout, gill netting, 3000 lbs. fresh fish.

Str. Hugo, gill netting, 5000 lbs. fresh fish.

Str. Anna T., gill netting, 10,200 lbs. fresh fish.

Str. Evelyn H., gill netting, 12,000 lbs. fresh fish.

Str. Ethel, gill netting, 14,000 lbs. fresh fish.

Str. George E. Fisher, gill netting, 7000 lbs. fresh fish.

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Str. Mary L., gill netting, 6100 lbs. fresh fish.

Str. Gertrude T., gill netting, 9000 lbs. fresh fish.

Str. Geisha, gill netting, 9000 lbs. fresh fish.

Str. Nashawena, gill netting, 11,000 lbs. fresh fish.

Str. Orion, gill netting, 8200 lbs. fresh fish.

Str. Mystery, gill netting, 7000 lbs. fresh fish.

Str. Medomak, gill netting, 7000 lbs. fresh fish.

Str. Randolph, gill netting, 4500 lbs. fresh fish.

Str. Lorena, gill netting, 4700 lbs. fresh fish.

Str. Sawyer, gill netting, 7000 lbs. fresh fish.

Str. Julia May, gill netting, 14,000 lbs. fresh fish.

Str. Mary F. Ruth, gill netting, 4400 lbs. fresh fish.

Str. Dolphin, gill netting, 4000 lbs. fresh fish.

Str. Swan, gill netting, 5000 lbs. fresh fish.

Str. Carrie and Mildred, gill netting, 5000 lbs. fresh fish.

Str. Nora B. Robinson, gill netting, 11,000 lbs. fresh fish.

Str. Water Witch, gill netting, 3000 lbs. fresh fish.

Str. Lydia, gill netting, 2000 lbs. fresh fish.

Str. Robert and Edwin, gill netting, 11,000 lbs. fresh fish.

Str. Joanna, gill netting, 10,000 lbs. fresh fish.

Sch. Little Fannie, netting, 1040 fresh mackerel.

WILL FLOAT THE SCH. ROOSEVELT

According to a dispatch to the Digby, N. S., Weekly Courier, sch. Theodore Roosevelt of this port which recently went ashore and was given up as a total loss, will be raised and fixed up so that she will be useful again.

The despatch says:

W. A. Chute, the well-known building mover, arrived here yesterday from Centreville and in an interview with the Courier says that the American sch. Theodore Roosevelt, ashore at Trout Cove which was recently purchased at auction by Messrs. A. Boutiller and Samuel Gidney, will be repaired and made as good as new.

"Mr. Chute has the contract to raise the vessel 14 feet and move her in towards the shore 60 feet. He says that after she receives a new keel and her bilge has been repaired she will be as good as a new vessel, and that her present owners have certainly made a good investment."

Made Big Stock in Eight Months.

The stock made by Capt. Charles Colson in the halibut fishery this season will stand little better than first reported, that is as regards time, \$21,779 being the total stock for eight months instead of 10 months as was previously published. Capt. Colson and his crew have every reason to feel justly proud of their fine season's work.

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BIG FARE FOR BEAM TRAWLER

Crest at T Wharf Today Has 72,000 Pounds of New Haddock.

T wharf's grist this morning totaled 26 crafts in all, the fine weather of the past few days having been taken advantage of by the fleet and their fares were rushed to market.

Four of the beam trawling steamers are in, with big trips of ground-fish and lemon sole. Haddock, cod and hake were in good supply, the shore boats averaging their usual fare.

Prices paid at the opening of the market were \$3.50 to \$4 a hundred pounds for haddock, \$4 to \$4.25 for large cod, \$2.25 to \$2.50 for market cod, \$1.50 to \$2.50 for hake, \$1.35 for pollock and \$1.50 for cusk.

Boston Arrivals and Receipts

The arrivals and receipts in detail are:

Sch. Helen B. Thomas, 6000 haddock, 2500 cod, 4000 hake.

Sch. Thos. S. Gorton, 20,000 haddock, 4000 cod, 10,000 hake

Sch. Lillian, 4000 cod.

Sch. Elva L. Spurling, 2000 haddock, 1600 cod, 6000 hake

Sch. Commonwealth, 3000 haddock, 7000 cod, 3000 hake.

Sch. Maxwell, 1600 cod, 700 pollock.

Sch. Olivia Sears, 400 pollock.

Str. Foam, 44,000 haddock, 1200 cod, 10,000 lemon sole, 15,000 pollock.

Str. Crest, 72,000 haddock 500 cod, 3000 hake.

Str. Ripple, 28,000 haddock, 400 cod, 1000 hake, 8000 lemon sole.

Sch. Billow, 28,000 haddock, 800 cod, 6000 lemon sole.

Sch. Virginia, 6500 haddock, 3000 cod, 2000 hake.

Sch. Olive F. Hutchings, 6000 haddock, 500 cod, 2000 hake.

Sch. Stranger, 4000 haddock, 1500 cod, 6000 hake, 7000 cusk.

Sch. Gertrude, 8000 haddock, 1700 cod, 3000 hake.

Sch. Priscilla Smith, 7000 haddock, 800 cod, 1000 hake.

Sch. Genesta, 7000 haddock, 4000 cod, 6000 hake.

Sch. Mary F. Sears, 5000 haddock, 1100 cod, 1500 hake.

Sch. Mary DeCosta, 2000 haddock, 1800 cod, 500 hake.

Sch. Harriett, 8000 haddock, 3800 cod, 10,000 hake, 2500 cusk.

Sch. Louisa R. Sylvia, 13,000 haddock, 6000 cod, 3000 hake.

Sch. Natalie F. Nelson, 7000 haddock, 3000 cod, 14,000 hake.

Sch. Adeline, 4000 haddock, 1500 cod, 4000 hake.

Sch. Sadie M. Nunan.

Sch. Mary P. Goulart, 3000 haddock, 2000 cod, 200 hake, 2000 cusk.

Sch. Rose Standish, 1300 cod, 3800 hake.

Haddock, \$3.50 to \$4 per cwt.; large cod, \$4 to \$4.25; market cod, \$2.25 to \$2.50; hake, \$1.50 to \$2.50; pollock, \$1.35; cusk, \$1.50.

Salt Fish.

Handline Georges codfish, large, \$5.75 per cwt.; medium, \$4.75; snappers, \$3.50.

Salt trawl bank cod, large, \$4.75; medium, \$4.25; snappers, \$3.25.

Dory handline cod, \$5 for large; \$4.50 for medium; snappers, \$3.50.

Eastern halibut codfish, large, \$5.00; medium, \$4.50.

Georges halibut codfish, large, \$5.00; medium, \$4.50.

Flitch halibut, 10c per lb.

Cusk, large, \$2.00; medium, \$1.75.

snappers, 50c.

Haddock, \$1.75.

Hake, \$1.75.

Pollock, \$1.75.

Salt mackerel, \$18 per bbl. for large;

\$16 for medium.

Fresh Fish.

Splitting prices:

Haddock, \$1.15 per cwt.

Eastern cod, large, \$2.25; medium,

\$2.00; snappers, 75c.

Western cod, large, \$2.50; medium,

\$2.15; snappers, 75c.

All codfish not gilled, 10c per 100 pounds less than the above.

Hake, \$1.40.

Cusk, large, \$2.50; mediums, \$2.00;

snappers, \$1.50.

Dressed pollock, \$1.00; round, 90c.

Fresh herring, \$3 per bbl. for bait.

Bank halibut, 18 3-4c per lb. for white and 16 1-2c for gray.

Fresh mackerel, 8c per lb.

Will Buy for Local Concern.

Capt. John Apt. of Port Wade, has been appointed Provincial representative of Davis Bros., wholesale fish dealers, Gloucester, Mass., and is now buying cargoes for that firm. Their other representative, Mr. Morris, has gone to Newfoundland in the interest of the same firm.—Digby Weekly Courier.

Fine Stock.

Capt. Jeffrey Thomas in sch. Sylvia, is keeping up his pace for quick trips and fine stocks, his recent haddock trip landed at Boston giving him a stock of \$1600. The Sylvia was absent short of a week.

Coal for Anchor Works.

Schs. Thomas A. Lawrence and George Churchman are in port today with a total of 939 tons of Georges Creek coal consigned to the Cape Ann Anchor Works.

Fishing Fleet Movements.

Sch. Victor arrived at Liverpool Monday and cleared.

Sch. Hortense Reported.

A wireless received here last evening by Capt. Henry M. Atwood, vessel manager of the Atlantic Maritime Company, states that sch. Hortense passed Diamond Shoal Light bound south, where she will engage in the snapper fishery this winter.

Steam Trawler Has Hard Weather.

The French trawler LeProvence, which left Sydney recently for Fecamp, France, put into St. John's, N. F., last week for repairs to her main steam pipe. She experienced hard weather and met with a mishap, after which the captain decided to bear up for that port.

STRONG PROTEST
OF SALT FISH MENAgainst Bill Pending Which
Restricts Interstate Commerce in Cold Storage Stock

Protests are being forwarded to Congress by New York importers of salt fish against the incorporation of a provision covering that commodity in the bill now pending before the House of Representatives to prohibit the shipment in interstate commerce of cold storage products over three months old.

The importers assert that salt fish, such as herrings and codfish, can be kept in cold storage for very long periods without deteriorating in quality, and, furthermore, that in a climate like ours, it is absolutely necessary to keep salt fish in storage so that the supply during the summer months may be adequate to meet domestic demands.

Strohmeyer & Arpe Company, importers and commission merchants in this city, have forwarded a strong protest against prohibitory legislation on cold storage salt fish to Congressman McKeller at Washington. Among other things their letter declares:

"We are large importers of salt herrings. We import thousands and thousands of packages. Salt herrings are a food for the poorest class of people. Then again, we refer to salt codfish, another food which is used principally by the poor classes. Both herrings and cod would be excluded from interstate transportation under your bill. We import herrings, for instance, from Norway, Holland, Scotland, Ireland and other countries. When they are freshly caught in July and August, etc., it is well known that the weather here is almost tropical during these months, and as soon as the herrings arrive here they are put in cold storage and kept there until they are sold. Most of these herrings are of such delicate nature that they cannot be transported before the cold winter, except in iced refrigerator cars, and to ship fish in iced refrigerator cars one has to ship whole carloads. Consequently, the small buyer would not be able to get any of these goods. If the fish arrive here in July, then after the month of October they cannot be transported, which would be a great injustice, especially to the poorer class of inhabitants in the United States, as they would be deprived of one of the cheapest and wholesomest food products at their disposal."—N. Y. Journal of Commerce.

Bluefishermen Sailing.

Sch. Saladin, Capt. John Matheson, will sail today for the south to engage in the bluefish industry off Fernandina.

Sch. Alert, Capt. Almon D. Mallock is fitting for southern bluefishing.

Bound to Boston.

The British schooner Mizpah from Grand Manan, N. B., was in port over night. She has 1200 qtls. cured fish on board, consigned to L. A. Treat & Co., Boston.

WANT HALIBUT
BEDS SURVEYED

Says the Pacific Fisherman:

The Pacific Coast Halibut Producers Association has addressed a communication to the Commissioner of Fisheries at Washington, D. C., urging that the U. S. S. Albatross be assigned to a thorough investigation of the waters of the North Pacific Coast to determine the character and extent of the halibut beds from Oregon to Alaska. This is work of the utmost importance. It cannot be undertaken by private individuals, but is properly the province of the Bureau of Fisheries. It is probable that the Bureau will be able to initiate such a survey within the next year and continue same until the entire North Pacific waters are covered exhaustively, thus enabling a comprehensive understanding to be obtained of the sea fisheries along the coast.

A Fisheries Patrol.

The Dominion marine and fisheries department has chartered the halibut steamer Roman of the Columbia Cold Storage Co. for fisheries protection work on the British Columbia coast. The Roman replaces the Wm. Joliffe under charter, which was sold recently. The Roman will remain in the service until the first of the new fisheries patrol vessels arrive from England, probably before spring.

Big Month's Work.

Capt. William H. Thomas of sch. Thomas S. Gorton, who arrived yesterday at Boston after an absence of six days on a haddocking trip, stocked \$1225. Capt. Thomas is keeping up his record, for he had made four trips in the last month and secured a stock in that time, rising, \$5000. The crew shared in four trips, \$112.

Japanese Cold Storage Co.

The Tokyo Cold Storage Steamship Co., Tokyo, Japan, has been organized with \$500,000 capital, and it is stated will build three steamers fitted with refrigerating plants for shipment of fresh fish between Shimonoseki and Osaka.

Coming Here With Fish.

It is reported that the schooner Effie M. Morrissey, now in the Racquette, will take a load of fish to Gloucester, Mass.—Digby Weekly Courier.

LAST SEINER
IS NOW HOME

Sch. Victor, Capt. James C. Gannon, the last of the 1913 mackerel seining fleet to arrive, came in late yesterday afternoon after a four weeks cruise to the North Bay.

Capt. Gannon had but a few fish. He reports sighting few schools while in that locality, although the shore fishermen and those fishing inside the three-mile limit were doing well.

Capt. Gannon expects to go beam trawling during the winter months.

THE LOCAL SALT
FISH MARKETShippers Raise Prices on
Cheaper Grades—See No
Prospect of a Drop.

Speaking of the local salt fish market, a leading exporter says:

The situation generally on all fish lines seems to be worse even than the unfavorable conditions we expected would prevail. Catches are short and prices are even higher on all kinds than when we were obliged to advance our prices last time.

We are short many million pounds, both of codfish and cheaper grades of fish.

We are obliged to advance our price on cheaper grades. The codfish prices remain unchanged with one or two minor exceptions. We see no possibility of cheaper prices on any grades until well into next spring.

Halibut.—We must call particular attention to the advance we are obliged to make on our very popular jar halibut. Scarcity of stock suitable for packing in the jars forces this advance.

Mackerel.—Norways are firm and market has recently been steadily advancing. We have marked up our prices on these, also on the larger size Irish mackerel. The Irish market seems very firm and catch continues light. We have a limited stock of very choice shore mackerel which we are quoting at reasonable prices.

Sardines.—Pack continues extremely light; market very firm and further advances in prices are freely predicted. Packers are selling only subject to their confirmation.

Smoked Bloaters.—The cool weather has created a very brisk demand and we are now shipping large quantities. The early fall demand for bloaters has increased wonderfully and now seems to be the season of great consumption of bloaters.

PORTLAND GETS
FREE FISH HABIT

Bringing the first cargo of salt cod from Canada since the new tariff went into commission the sch. Kernwood, British, arrived Tuesday at Portland, having in her hold 87,000 pounds. Under the old tariff Lord Bros. would have had to pay \$625.50 duty on this cargo but the present tariff allows it to come in free. The schooner also brought 200 boxes of prepared salt fish and on this a duty of 3-4 of a cent a pound had to be paid where previously the rate was just double that.

Two good fish fares were landed by Portland vessels Tuesday, the Topsail Girl taking out nearly 20,000 pounds, while the Albert W. Black hailed for 12,000. The boat fishermen have been meeting with rather poor success of late, it having been too rough along

FRENCH CRAFTS HAD A BIG YEAR

On the Newfoundland Banks—Catch Shows Large Increase—More Steam Trawlers Being Built For Next Season.

One of the most interesting reports made recently in the Daily Consular and Trade Reports, sent out daily by the Department of Commerce is that from John K. Baxter, U. S. Consul at St. Pierre, Miquelon, telling of the success of the 1913 season for the French bankers on the Newfoundland banks, so called. The report will be of unusual interest to the fisheries interests of New England and we give it in full.

The report says:

France sent to the Newfoundland cod fisheries in 1913 a fleet of 235 large sailing vessels from the ports of Pecamp, Granville, St. Malo, St. Servan, Cancale, Paimpol, Binic, Dahouet, and League; 29 small schooners fitted out at St. Pierre in the colony of St. Pierre and Miquelon; and 16 steam otter trawlers from the ports of Arcachon and Boulogne-sur-mer. The sailing vessels from the metropolitan ports are more than twice as large as the typical American or Canadian fishing schooner. They average about 250 gross tons. They are frequently rigged as topsail schooners, brigantines, or hermaphrodite brigs and the fleet includes also many three-masted. The colonial vessels on the other hand, average about 75 tons gross and are of simple schooner rig. The steam otter trawlers are vessels of about 400 gross tons. The aggregate tonnage of the French fleet is greater than the combined tonnage of the Newfoundland, Canadian, American, and Portuguese fishing vessels in the same waters, i. e., the banks lying between the Flemish Cap and Cape Sable. As compared with 1912 there were 5 vessels less in the metropolitan sailing fleet, 11 schooners less from St. Pierre, and 2 more steam otter trawlers.

The Metropolitan Sailing Fleet.

As the majority of the vessels in the metropolitan fleet remain on the banks from their arrival in April until they are ready to weigh anchor for home in October, it is difficult at this time to obtain a reliable estimate of their catch. In the spring good voyages were made by a number of vessels at the Flemish Cap. However, it would appear from information left here by masters who put in for supplies or repairs and from the reports

of the commander of the hospital ship, who keeps in close touch with the fleet, that the season's catch is far below the average. Squid was very scarce on the banks, as in 1912, and when this bait can not be had the latter half of the season is almost inevitably a failure. While expectations are not high, there is still ample ground for belief that the final returns will make a better showing than in 1912, when the catch was less than 50 per cent. of the average for the decade.

The St. Pierre Fleet.

The St. Pierre fleet, which numbered more than 200 vessels as recently as 1902, continues to decline. Only 29 schooners were fitted out this year. One of these was lost on May 27 in a collision with a Gloucester fisherman off the coast of Nova Scotia. The remaining vessels are old and weather-beaten. Those that are lost, or retired from season to season are not likely to be replaced, unless there is some radical change in the conditions of the fishery. At present vessels can be fitted out more economically and operated to better advantage from the metropolitan ports.

The season opened on April 11 with the arrival from St. Malo and Bordeaux of the steamship Louisiane, which brought out the 680 fishermen and beach boys, who manned the colonial schooners and were employed on the flakes. It closed on October 23 with the departure of the same steamer and passengers. In the meantime the schooners made from three to six voyages to the banks, and landed 54,122 hundredweight (of 100 pounds each) of green salted fish, an average of 1,933, hundred weight per vessel. The vessel average for the decade 1904—1913 was 1,966 hundredweight. In addition to the customary baits of local origin the fleet used, before and after the caplin season, frozen squid imported from the United States and offered for sale here at 4 cents a pound. The total imports of this American squid aggregated 946,000 pounds. Some of it was sold to foreign vessels.

The Steam Otter Trawlers.

The steam otter trawlers had a remarkable year. While the old style fishermen were so handicapped by lack of bait that they could scarcely have cleared expenses without the aid of this season's unusual prices, the otter trawlers were taking more fish than

at any time since they began to frequent the Newfoundland Banks, with the possible exception of the year 1908. The high liner of the fleet came out from France in June and landed at St. Pierre 1,028,000 fish, the catch of six voyages. The average catch of four other otter trawlers which came out in May or June and landed either five or six voyages at St. Pierre was 440,000 fish. Five other vessels that came out in July and landed only three voyages at St. Pierre averaged 318,000 fish, while four that did not arrive until August and landed two voyages had 219,000 fish each. One vessel made a failure, with only 81,000 to show for three voyages, and one that is credited with only one voyage landed 293,000 fish. The total catch landed here by the steam otter trawlers between May 15 and October 15 was 5,634,000 fish, by count, weighing 79,064 French quintals (95,865 hundredweight). In addition, each of the trawlers carried back to France the catch of its final voyage, which is not included in the foregoing statistics. Although about 50 per cent. of the fish caught in the trawl nets is haddock, which sells at a lower price than cod, the season is supposed to have been very profitable to the owners.

New Type of Vessel.

The outlook from their point of view is most encouraging. In 1912, when the schooner fishery was a failure, they made money, and in 1913, which also promises to be a lean year for the schooners, they will make still more. They do not attribute this to chance, but consider that they are beginning to profit by the patient experiments of the past 10 years. They have developed a type of vessel which is especially adapted to the Bank fishery and differs in important features from the original North Sea type, and they have accumulated a mass of information about the various bottoms. Each year brings an addition to their knowledge and a corresponding diminution of the risks and uncertainties of their operations. They have, however, experienced one check. The so-called Hazen bill, which passed the Canadian parliament this year, will, it is expected, prevent French otter trawlers from coaling at Sydney, Cape Breton Island, or at any of the other Canadian ports. It is understood here that this legislation was designed especially to discourage the new method of fishing. It will certainly increase operating expenses, but it is not likely to check the immediate development of the fleet; for the owners are prepared to establish a coal depot at St. Pierre, drawing their supplies from the Cape Breton mines, if possible, or else from the United States or Wales. In fact, this measure has had so little deterrent effect as yet that several new trawlers have been ordered for delivery next season and are in process of construction.

There are two plausible opinions on the subject of otter trawling: One, that it is the inevitable application of steam to the fisheries, is more certain and profitable than the old methods, involves less danger and hardship to the fishermen, and is not so destructive of the fish as to affect sensibly their abundance from year to year; the other, that by destroying spawn and small fish of no commercial value and uprooting the marine vegetation at the bottom trawling will result in the rapid extermination of the fish and

the ruin of the fishery. Which view may be correct, the operations of the French are of great interest and deserve attention. If the method, without objection, American fishery companies, which already have a small fleet of otter trawlers in the fresh fish trade out of Boston, might well consider the possibilities of this type of vessel on the Grand and Western Banks. On the other hand, if the objections hold good an international agreement for the conservation of these fisheries is urgently needed. Negotiations intended to lead to such an agreement can not be delayed without endangering their success. The conflict of interests is already great and may soon become irreconcilable.

The St. Pierre Shore Fishery—American Motors.

While the St. Pierre shore fishery is not in itself of great interest, it has come to have a very considerable importance for this colony. It gave employment in 1913 to 699 men, using 343 boats. As a rule, there are two men to a boat—the "patron," who is the capitalist of the partnership and furnishes the entire equipment and supplies, and the "matelot," who contributes his labor only. The "matelot" gets his board during the season and one-fourth of the catch. The "patron" takes the balance. The shore fishery in 1912 yielded 29,282 hundredweight. The catch this year will not exceed that, if present indications are borne out, but final returns can not be had until the latter part of December. In addition to cod, the shore fisherman takes caplin, for sale to the French and foreign schooners that call here for it during the season and for drying and export to France. The caplin were extraordinarily abundant this year; many thousand barrels were caught and sold for good prices. An interesting feature of the shore fishery was the equipment of about 150 of the boats with gasoline motors of American manufacture. It is said that the "patrons" who have motors in their boats will get the pick of the "matelots" when contracts are signed for next season, and it is probable that all will be compelled to install them. A motor is of special advantage during the short caplin season, when time is an element of the greatest value.

Range of Prices.

Very high prices were realized during this season. Green salted fish sold at St. Pierre from June to October for 29 francs per French quintal (121.25 pounds). This is equivalent to \$4.61 per hundredweight. At Bordeaux, the principal French market, where most of the fish bought here is resold, the majority of the metropolitan vessels discharge their catch, prices for green fish rose during the same period from 37 francs per quintal (\$5.88 per hundredweight) to 41 francs per quintal (\$6.52 per hundredweight). These figures are without precedent in recent years and will go far to indemnify owners for the mediocre catch.

The general run of fish taken in the trawl nets is smaller than fish caught by hook and line; they are delivered at St. Pierre after lying only a few days in salt and undergo more subsequent shrinkage than fish that have been stacked for weeks in the hold of a vessel. For these reasons they do not bring top prices. One owner, who is supposed to have sold his fish for

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for the opening of the season for future delivery, got only 22 francs a quintal (\$3.50 per hundredweight). Others sold their cod for 24 and 26 francs (\$3.82 to \$4.13 per hundredweight). Haddock brought 16 francs a quintal (\$2.54 per hundredweight).

General Notes.

La Morue Francaise, a corporation owning three-fourths of the schooners fitted out this year at St. Pierre, a dozen or more fishing vessels fitted out in France, and various tugs and small steamers, absorbed at the commencement of the season Les Secheries de Morues de Fecamp, a similar corporation owning vessels fitted out in the colony and in France as well as large drying establishments at Fecamp St. Malo and Miramas, at the mouth of the Rhone. The combination, which is known as La Morue Francaise et Secheries de Fecamp, has a nominal capital of 4,000,000 francs and a very extensive organization for the taking, purchase, transportation, curing, and ultimate distribution of fish.

Cases of beriberi were reported on two vessels of the metropolitan fleet this year. This led to a renewal of the demand for legislation to compel these vessels to call at least once during the season at St. Pierre for fresh water and provisions, instead of remaining at sea for six or seven months without interruption, as most of them now do.

Some twenty-odd American fishing schooners bought caplin at St. Pierre in June and July. Ten of these vessels called twice and took two baitings.

Statistical returns.

Fish Landed at St. Pierre:

	1912	1913
	Cwt.	Cwt.
St. Pierre schooners	49,172	54,122
Shore fishery	29,282	(1)
Steam otter trawlers	39,852	95,865
Metropolitan fleet	66,862	76,209

Shipments from St. Pierre.

	Cwt.	Cwt.
	1912	1913
Jan. 1 to Sept. 30:		
Dried fish	12,141	8,315
Green fish	166,206	179,193

(1) The season does not close until December. No figures are available at present. The catch will probably be about what it was last year.

The average annual French catch on the Newfoundland Banks, 1902-1910, was 980,000 hundredweight; catch in 1912 (estimated), 390,000 hundredweight; catch in 1913 (estimated), 500,000 hundredweight.

BUSINESS EMBARRASMENTS.

An involuntary petition in bankruptcy has been filed against Hugh Parkhurst & Co. of this city by George C. Tarr and others, representing liabilities of \$939.28.

Joseph B. Maguire, painter, of South Hamilton, formerly of this city, has filed a voluntary petition in bankruptcy his liabilities being \$2009.38 and assets \$205.

TANK CARS FOR FISH.

A French company has introduced a novelty in the form of tank cars in which fish are carried alive to Paris. The cars are fitted with constantly running water, which is periodically oxygenized.

BRITISH FLAG FOR LOCAL CRAFT

Several Will Fly Union Jack Before Next Banking Season—"Free Fish" the Real Reason.

A new and still more alarming phase resultant from the Underwood tariff law, the local results of which none dare or even dare to predict at the present time, has developed in the announcement that certain vessels of the local fleet will sooner or later seek to be transferred under the British flag.

Alarming and as astonishing as this news will be to those of the public who have perhaps but little or at best only a general knowledge of fishery affairs, it is no secret that this move has been under contemplation for some time, even as far back as the Taft reciprocity pact when for a period, the success of the measure seemed almost assured. Only the defeat of the agreement by failure of the Canadians to ratify the action of our government prevented a carrying out of the plans then under consideration for a transfer of some Gloucester vessels to British registry.

With the inauguration of the Democratic administration last March and the well known views of President Wilson and his advisors on free trade, vessel owners were not slow to understand the situation and realize that they would be again confronted with the problem of competing not only with

Nova Scotia fishermen, but those of Newfoundland. Through the very kind and generous manipulation of a Democratic Congress, Canada upon the passage of the Underwood Bill, was given that for which she has prayed for years, namely free fish and free access to our markets, while on the other hand, the poor Gloucester fisherman received nothing in return, not even the opportunity to purchase bait on the Newfoundland coast.

Confronted with this unfair competition in our own home markets and having but unequal rights with our competitors on the fishing grounds, one reason being principally on account of Newfoundland controlling the bait supply and preserving that advantage to her own fishermen, local owners have commenced to think long and seriously. The present season's bank fishing has demonstrated the point very effectively, and now comes the announcement from one prominent firm that the matter of transfer of some vessels under the British flag, so that they will be better able to compete in the fisheries is more than a mere possibility and that by the beginning of another fishing season, several such changes will have been made.

Nova Scotia's gain is Gloucester's loss. While we are giving our all, Nova Scotia chuckles in glee.

Capt. Hamor Going Gill Netting.

Str. Seven Brothers, commanded by Capt. Reuben Cameron in the gill netting fishery last winter has arrived from Newport and will fit for gill netting under command of Capt. George G. Hamor.

Hauled Out to Fit For Fishing.

The schooner Grace Darling, belonging to the estate of the late Oliver F. Kilham of Beverly, and which with three others of the fleet has been laid up at Yarmouth, N. S., for some time, went on the marine slip last Thursday. She needs scraping, a little caulking and a coat of paint.

Loaded Lots of Fish.

During 1912 steam trawlers landed 20,234 tons of fish valued at over \$1,000,000 at Shimonaseki, Japan, and fish to about half that value at Nagasaki.

A new steam trawling company organized at the later place with a capital of \$100,000, is having two new trawlers built, and a larger company organized at Osaka is having 12 trawlers constructed.

I see the local fleet of gill netters are now underway in good shape again for the winter fishing, and the number has not deteriorated in the least from last fall's big fleet. The boats are all doing well too, and are landing anywhere from 200,000 to 300,000 pounds of fresh fish in this port nearly every day. This augurs well for the city at large, and makes employment for many men and young men who otherwise would be idle. Unlike fishing by other methods, the gill netters not only employ those actually engaged in catching the fish, but also a gang of men ashore repairing, drying and reeling nets, etc. The father of gill netting has passed on, but he truly has left a living monument and one that Gloucester may well feel proud of. Let the good work continue and here's hoping that the day is not far distant when a half million pounds a day will be the figures. Then that new fish dock at Boston will be more appropriate here.